

HUNDREDS INJURED WHEN CAVE-IN OCCURS IN SUBWAY

CORONER FEINBERG TO HOLD CHIEF ENGINEER RESPONSIBLE

Foreman Doesn't Know Whether Red Flags Were Set to Warn Motormen, Who, He Says, Disregard Signals.

Coroner Feinberg after going over the available evidence with Assistant District Attorney Follette said he was satisfied that the heavy blasting of the last few days, and especially yesterday, had weakened the shoring of the section which caved in.

"I shall hold the chief engineer of the section and his chief assistant responsible," he said, "in that they neglected to inspect the shoring to make sure it was safe after the racking of the heavy blasting. I do not yet know who these men are."

Fire Commissioner Robert Adamson, assisted by Fire Marshal John Frial, began questioning witnesses of the disaster soon after their arrival on the scene. One of the first interrogated was Frank Jones, an engineer in charge of the construction at the point of the cave-in.

This was Jones's statement: "As the accident happened at five minutes before 8 o'clock the seventy workmen employed in the excavation had not descended. But a blaster known as 'Midnight' had been sent down at 7:45 o'clock to put charges of dynamite in holes which had been drilled in the rock heading at Twenty-fifth Street.

"After these sticks had been set in place 'Midnight' came to the surface and with a plunger electric machine set off the blast. Evidently he blasted out a great piece of rock which cut down an upright in the shoring of the tunnel and caused the street to come tumbling in."

"Since the firing of the blast 'Midnight' has not been seen in the neighborhood of the excavation."

Jones told the Commissioner that the structural steel to replace the wooden shoring of the tunnel was to have been set up to-day.

By direction of Fire Commissioner Adamson, Inspector Faure set his men hunting for August Midnight, carried on the rolls of the contracting company as "blaster in charge." He was responsible, according to Mr. Adamson, for all the blasts between Twenty-fifth and Twenty-sixth Streets.

"Midnight has disappeared," said the Fire Commissioner. "I have asked the police to find him. I am not convinced that the accident was the result of an accidental explosion."

"It is a fact that we have taken out sixteen sticks of dynamite from the cut. There was a battery overhead which connected with the dynamite in the excavation. We know that battery was set for an explosion. But whether it was prematurely set or not we have been unable to determine as yet. I think Midnight could make many things plain which are now in doubt. I hope to question him soon."

Detective Armstrong was sent to the home of Midnight at No. 6 Jones Street and learned he had not been home since the accident. Word was left that he was not sought as a prisoner but that his testimony was essential to clearing up the confusion regarding the cause of the explosion.

E. A. Little, general superintendent of the United States Realty and Improvement Company, said he thought the crash might have been due to an overcharged blast or to an unexpected fault in the rock formation. He said the charge that defective shoring caused the accident was unjust because he had been frequently criticized by engineers and his superiors for the amount and the quality of the timbering used in the shoring.

B. C. Collier, an engineer of the company, said he was satisfied from an examination of the rock that the blast had encountered what he called "a pocket of heavy rock."

Thomas Marshall, a foreman, was questioned by Commissioner Adamson as follows:

Q. Do you know whether the red flags were out on the street showing that a blast was about to be set off?

A. I do not.

Q. If the flags were up would not the car have stopped before reaching the section where the explosion was?

A. Not necessarily. The motormen make a practice of running by the red flags. Often they curse our men for trying to stop them.

Frank Hedley of the Interborough pointed at the smashed wreck of the car lying in the cut and said: "My interest is not in the first cause of the accident. What I want to know, and have the District Attorney know, is how that car came to be down there. How often have you heard of any passenger on our lines who has said that a blast was exploded under a car in which he was riding? I have never heard of such a complaint. Our men are under the strictest orders to wait out for and obey red flag warnings."

"They have been instructed to look an hour if necessary rather than pass such a warning. They seek to put the blame on the motormen. But I am as sure as I can be of anything in this life that if a flag had been set against him he would have stopped."

District Attorney Perkins questioned Jones and Marshall—whose

name he took down as Mitchell—at great length. They told him what they had told Commissioner Adamson, but Jones was positive that he had seen a red flag sent out ahead of the approaching Seventh Avenue car and that the motormen ignored it.

"Faulty construction," said the District Attorney, "seems to me to be responsible for the accident. If the structure had been adequate it would not have collapsed for two blocks because of a blast which, from the condition of the rock and timbers, does not seem to have been extraordinary. Somebody is at fault and there will be a rigid prosecution when we can fix the blame. I shall probably take the matter before the present Grand Jury."

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HOW NEW SUBWAY LOOKED AFTER THE EXPLOSION AND CAVE-IN

(SPECIALLY PHOTOGRAPHED BY AN EVENING WORLD STAFF PHOTOGRAPHER.)



FIGHT FOR CUSTODY OF MRS. J. P. MANTELL

Mother and Husband Battle to Be Named to Take Charge of Her.

Friction between Jack P. Mantell, son of Robert Mantell, the actor, and his mother-in-law, Mrs. Helen M. Hills, of No. 601 West One Hundred and Thirty-fifth street, over the appointment of a committee for Mrs. Jack Mantell, developed in the Supreme Court to-day.

Since August 7, Mrs. Mantell has been in the Central Islip Hospital, and, according to her mother, is violently insane. Two years ago the young woman obtained a separation from her husband and lived a week alone. She went to live with her mother, taking her six-year old daughter with her.

Before Supreme Court Justice Pondexter, a representative of the Attorney General suggested the appointment of a neutral committee but objection to this was raised by Mrs. Hills.

"While Mrs. Hills does not object to the committee proceedings," said the Assistant Attorney General, "she wants to act in that capacity herself. Mrs. Hills blames Mantell for her daughter's mental trouble and he blames Mrs. Hills."

Justice Pondexter took the matter under advisement.

BRITISH BACKING UP THE HEAVY WAR TAX

Financial District, It Is Said, Anticipated an Even Higher Rate.

LONDON, Sept. 22.—The budget proposals made by Reginald McKenna, the Chancellor of the Exchequer, yesterday, have been received in the financial district and on the Stock Exchange in a manner which indicates that the taxation proposed is no heavier than had been expected.

Even higher taxes on incomes had been anticipated in some quarters. The markets today were steady, with prices generally unaffected by the budget announcements.

TWO AMERICANS HELD FOR RANSOM BY BANDITS

State Department Acts for Release of Men Taken From Ranch in Mexico.

WASHINGTON, Sept. 22.—The Americans, E. P. Fuller and a ranchman named McCabe, have been kidnapped by Mexican bandits, the State Department was advised to-day. The Americans were taken from a ranch between Juarez and Chihuahua and are being held for ransom.

The State Department to-day sent an order to American Consuls at both places demanding their release by the Mexican authorities.

CITY OF OSTROW REPORTED TAKEN BY GERMAN ARMY

Prince Leopold's Troops Pushing on Toward the Stronghold of Minsk.

BERLIN, via wireless to London, Sept. 22.—Bavarian troops under Prince Leopold yesterday stormed Russian positions on the Myszanka River on both sides of the Brest-Litovsk-Minsk Railway and captured the city of Ostrow. It was officially announced this afternoon.

It is evident that a mistake has been made in the name of the city reported. Ostrow is far to the north of the railroad line from Brest-Litovsk to Minsk.

PETROGRAD, Sept. 22.—Both Riga and Petrograd are now safe from the Germans, War Office officials declared to-day, as the result of Russian victories around Dvinsk and the reported withdrawal of German troops for a great Balkan drive.

The repeated reverses suffered by the enemy in their attempts to take the outer defenses of Dvinsk has effected the morale of the German troops. The fighting in this region continues most violent, but there is a noticeable lack of vigor in the Teuton assault of the last few days.

The official statement given to-day was almost completely silent regarding the Vilna operations but it is accepted here that the Russians have evaded the German trap just as they did at Warsaw, timing their retreat perfectly. The czar's troops are now believed to be falling back upon Minsk, thus straightening their line and defeating the Germans' attempt to divide their forces.

Gen. Ivanoff's armies are again attacking all along the line in Galicia and the Volhynian fortress district. They are driving in the Austrians and have taken large numbers of prisoners.

LONDON, Sept. 22.—Special despatches from Petrograd agree that the Russians have withdrawn safely from the Vilna salient, the strategic value of which was considered so great that the Russian staff felt justified in risking some of the best troops to defend it to the last possible moment. In their withdrawal the Russians are said to have destroyed everything of military utility, as has been their practice since the gigantic retreat began.

While the main army probably is

1,720,000 TROOPS COULD GO TO WAR IN THE BALKANS.

BULGARIA.
Force on peace footing.....120,000
First line reserves.....300,000
All other reserves.....300,000
Total.....720,000

RUMANIA.
Force on peace footing.....100,000
First line reserves.....150,000
All other reserves.....350,000
Total.....600,000

GREECE.
Force on peace footing.....70,000
All reserves (estimated).....330,000
Total.....400,000

Assuming that Greece and Rumania will enter the war on the side of the allies, Bulgaria joins the allied forces, on paper, would be reinforced by nearly 1,600,000 troops and the Austro-Germans by 720,000. Greece's forces are widely scattered and Greece probably would be slow in mobilizing.

safe, it is hardly likely the whole Russian force will escape without heavy losses in men and guns. Field Marshal von Hindenburg's cavalry which was expected to complete the encircling movement, is still held up between Smorgon and Molodechno. On the Vilna-Lida-Slonim flank the German advance is proceeding steadily, but Prince Leopold's progress is slower, while Field Marshal von Mackensen has come to a pause beyond the Pripiet marshes.

BIG DUTCH STEAMER CLOWN UP BY A MINE

Passengers and Crew of the Koningen Emma Reported to Have Been Saved.

AMSTERDAM, Sept. 22 (via London).—The Dutch steamer Koningen Emma, from Batavia, Java, struck a mine while on her way to this port. For passengers and crew were rescued.

The Koningen Emma sailed from Batavia, Java, on August 19 for Amsterdam. She is a steamer of 9,000 tons, 470 feet long, 57 feet beam and 31 feet deep. She was built at Rotterdam in 1913 and owned in Amsterdam. The Amsterdam advices do not indicate whether she was a total loss.

FRENCH AIRSHIP LOST.

Falls Near Metz, but Its Occupants Escape.

BASEL, Switzerland (via Paris), Sept. 22.—A French aeroplane, presumably being disabled, came down at Longueville, near Metz.

The two occupants set the machine on fire and escaped into the woods.

BULGARIA READY TO ENTER THE WAR AT ANY MOMENT

Serbia, With Well Equipped Army, Mobilizes to Meet Attack From Either Side.

SOFIA, Bulgaria, Monday, Sept. 20 (via London, Sept. 22).—Bulgaria apparently is on the brink of war. The people generally believe that hostilities are imminent.

The military authorities have taken possession of the railways and ordinary traffic has been suspended.

The Bulgarian Government announced last night that the territory covered by Turkey along the line of the Dedagatch Railroad would be occupied on Oct. 6. The official transfer will occur on Oct. 11, at which time the Bulgarian Administration will be installed.

Diplomatic representatives of the neutral powers generally recognize that their cause is a lost one, and that Bulgaria is manifesting a tendency toward the central powers.

This is due to the dissatisfaction of the Government at Serbia's reply in the negotiations for territorial concessions in Macedonia, and at the conduct of Greece in this connection.

Reports from many parts of Bulgaria tell of enthusiastic demonstrations in favor of the Government.

This is considered symptomatic of public feeling, which does not ignore the fact that the country is near to war.

ATHENS, Sept. 22.—Bulgaria has mobilized four divisions of 100,000 men and cavalry regiments stationed at Sofia have been ordered to the Serbian border.

An excerpt of the news King Constantine summoned to conference Premier Venizelos and the members of the general staff of the army. The Premier subsequently called a meeting of the cabinet.

LONDON, Sept. 22.—Serbia is making every preparation to defend herself against the expected attack from Germans and Bulgarians. The Serbian Legation to-day received orders from Nish directing all Serbian forces to be ready to move at once.

The Serbian army, it is known here, has large supplies of ammunition, in marked contrast to the situation with the Serbians earlier in the war. Since the Serbians inflicted a crushing defeat on the Austrians last December they have been supplied with every requirement of a modern army.

BRYAN HAS AN HOUR'S TALK WITH WILSON

Both Refused to Tell Topic Discussed at Their First Meeting Since Ex-Secretary Resigned.

WASHINGTON, Sept. 22.—William J. Bryan conferred with President Wilson for more than an hour to-day at their first meeting since the ex-Secretary left the cabinet. Neither would discuss the conference.

Mr. Bryan drove to the White House in an electric automobile with the initials "H. S. E." on the door. He said that the car had been bought second-hand and he did not know what the initials stood for. He was in a jovial mood after leaving the President and asked the newspaper man to help him sell his farm in Texas and his home here. He said that he planned to leave Washington to-night for a trip through the south and southwest, during which he would visit his home at Miami, Fla.

BERLIN SAYS NO U-BOAT ATTACKED HESPERIAN

German Admiralty Contradicts Statement Issued From London.

AMSTERDAM, Sept. 22 (via London).—A semi-official statement issued in Berlin reads as follows:

"After inquiry, the German admiralty contradicts the statement of the British admiralty and it can now be stated that no German submarine was responsible for the attack on the Hesperian."

BERLIN SAYS ZEPPELIN HIT BANK OF ENGLAND

Wireless Report Says Insultation Was Damaged in the Last Raid.

BERLIN (via wireless to Tuckerton, N. J.), Sept. 22.—Reports received here from Amsterdam to-day said that Zeppelin bombs on the last air raid on London actually hit the Bank of England.

Travelers arriving in New York reported that a bomb fell near the Bank of England.

Another Strike in Bayonne. Three hundred men at the Safety Insulated Wire and Cable Company, on First Street, Bayonne, N. J., went on strike to-day. They asked for an eight-hour day and 15 per cent. increase in wages. A detail of police was sent to the plant, but there was no disorder.

Citizens' Camp at Fort Bliss. El Paso, Sept. 22.—Preliminary arrangements for the establishment of a Citizens' Training Camp at Fort Bliss have been completed and the recruiting office opened to-day. Present plans call for the formation of an artillery corps.

RAIDS IN THE AIR AS BIG GUNS POUND THE GERMAN WORKS

Railway Junctions, Troop Trains and Trenches Under Heavy Fire.

PARIS, Sept. 22.—Allied aviators bombarded German railway junctions and troop trains with marked success in attacks at several points near the battle front last night.

Several English aviators attacked German camps at Middlekerke, emptied their machines of bomb supplies and returned safely, despite heavy German fire. Another English air flotilla sped along the Bruges-Thourout railway, bombarding a troop train below with good results. French air raiders threw bombs on the railway station at Conflans.

This afternoon's communique reported violent rifle fusillades around Boesinghe and Arras. The rifle action followed a prolonged bombardment from both sides.

Intermittent cannonades occurred during the night between the Somme and the Oise. This afternoon's communique also reported artillery actions north of Camp Chalons, between the Aisne and the Argonne, and in Lorraine.

Gen. Joffre, Commander in Chief, and the allied commanders on this front, Field Marshal Sir John French and King Albert of Belgium are developing a new plan of campaign that involves the almost continuous use of artillery on a vast scale along the whole line.

Masses of artillery have been employed by both sides since the beginning of operations in preparing for infantry attacks, pounding their adversaries' works for an hour or two, then suddenly suspending fire and assaulting with infantry. The allies are now methodically maintaining their shell fire for days at a time without infantry attacks, dropping projectiles upon the chattered front into every fifty-yard square, and repeating the process a deadly, automatic, unceasing pounding. The heavy calibre guns send their storms of shells upon encampments of first reserves behind the lines and upon bridges and provision trains.

Official reports obtained by the French army officers from their own observers, from prisoners and from photographs made by aviators, show

that parts of the opposing lines which have been subjected to this unceasing bombardment have been rendered untenable, and that the best the Germans can do is to reoccupy their abandoned works after the bombardments have let up and then leave quickly when the showers of projectiles begin to fall again.

In a recent issue the Frankfurter Zeitung published a letter from a German at the front descriptive of the effects of French gunnery.

"Our battery was located twenty miles west of the little village of T—," the letter says. "When we arrived most of the buildings were still intact but had been abandoned by the inhabitants. We intended to install there our reserve camp, but the French guns entirely demolished the buildings."

"We tried to dig out beams and planks which had not been burned, to construct subterranean shelters, but the French guns made this impossible. A little to the south, where another village had been destroyed by French artillery, German troops cleared up the ruins with difficulty and built shelters around the remaining walls. The French soon made this shelter untenable."

SEEK MISSING GIRL.
Police of Bayonne, N. J., Trying to Find Rose Schuster.

E. M. Griffin, Acting Chief of Police of Bayonne, N. J., has sent out portraits descriptive of Rose Schuster, Westfield, N. J., who disappeared on Sept. 4.

The girl is sixteen years old and weighs 120 pounds. At the time of her disappearance she wore a white waist, blue jacket and skirt and a large black hat. She speaks English, German and Austrian.

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